

FLIGHT PLANNING PROCESS

PRODUCTS FOR DAY-TO-DAY FLIGHT PLANNING

1. **Meteorological and chemical forecasts:** Fuelberg, Moody, Pierce, Pfister, Pickering, Emmons, Carmichael, Jacob, Chatfield (Flexpart?) + supporting MILAGRO regional forecasts
2. **Satellite NRT data:** MOPITT (Edwards), AIRS (McMillan), MODIS (Chu), MISR, GASP, SCIAMACHY, TES (not NRT), OMI (Chatfield, Pickering)+ IONS, Asian dust lidar data (Chu), GOES (Moody)
3. **Aircraft field data:** examine consistency with forecasts, satellites – also data from the other aircraft in MILAGRO

Main flight planning team based in Houston, Hawaii, Anchorage

Steven Pawson: eta-coord analysis and forecast fields?

Kelly Chance: AVDC-available tropospheric ozone from OMI?

TENTATIVE FLIGHT PLANNING SCHEDULE

- - 9 am: individual groups retrieve, analyze their products
- 9-10 am: local flight planning meeting – presentations by individual groups (during INTEX-B, in webconference with Seattle)
 - Review satellite NRT data
 - Discuss forecast flow patterns, flight prospects
 - Compare past forecasts with field aircraft observations
- 10-11 am : mission scientist prepares summary
- 11 am – noon: video- or web-conference with other site (during MILAGRO)
 - Present flight outlook summary
 - hear summary from team at other site
 - Make next-day flight decision, design DC-8 + C-130 flight plans
 - Brief discussion of longer-term flight prospects
- noon-3 pm: local finalization of flight plans: discuss with navigators/pilots
- 3-4 pm: second video- or web-conference: share final flight plans, tweak if necessary
- 4pm: Science Team meeting (need to think about different Seattle time zone)